
POLICY 15.6

In general, the height of buildings on a community commercial center shall not exceed two stories. The combined floor area ratio of all buildings shall not exceed .5:1 and 30 to 40 percent lot coverage.

GOAL 16

To allow for public and quasi-public land uses meeting the governmental service, education, cultural, recreational, and religious needs of Folsom residents.

POLICY 16.1

Fire and Police department substations shall be planned and located so that a maximum response time goal as set by the City Council can be maintained.

POLICY 16.2

Public facilities, such as utility substations, water storage or treatment plants, pumping stations, and sewer treatment plants, should be located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not negatively impact nearby land uses. Building materials and landscaping shall be used to make these land uses less visually obtrusive from neighboring properties.

POLICY 16.3

The City shall work closely with the school district(s) serving Folsom to ensure that school sites are dedicated or reserved for purchase by the district(s) so that:

1. Each residential neighborhood will contain or have access to the appropriate elementary school according to school district standards.
2. Children do not have to cross an uncontrolled intersection on an arterial road to reach an elementary school.
3. The school can be reached on foot by most of the neighborhood's residents (for elementary schools only).

4. A joint park/school site can be developed wherever possible.

POLICY 16.4

The acreage recommended for new schools should be set according to school district standards.

POLICY 16.5

If a school will serve more than one development, and the subject development will not contain the school site, the applicant must clearly show that a school site has been or will be dedicated elsewhere or that a school already exists with capacity to serve the project and is accessible to the project according to the standards in Policy 16-3.

POLICY 16.6

In determining the number and location of new school sites, standards established by the district shall be used. These standards are based on the assumed average number of students per household for each grade level (varies for different types of housing) and the average size of an elementary school, junior high school, and high school.

POLICY 16.7

The City shall develop standards for the location of proposed private schools. Standards will address:

1. Required off-street parking and street frontage for the dropping off and picking up of students.
2. Access to the proposed school via City streets.
3. Noise, according to the Noise Element of the Folsom General Plan.
4. Size of the parcel on which a proposed school is to be located in relation to the pupil capacity of the school.
5. Required landscaping and other visual/noise barriers if the proposed school is to be located in a residential area.

POLICY 16.8

Utility company rights-of-way may be considered for their use as public or private open space, trails, parkland, or other compatible recreational uses.

POLICY 16.9

Religious institutions may be allowed in residential neighborhoods if sufficient off-street parking is provided and the design of the facility is consistent with the residential character of the neighborhood, and includes:

1. Access to the property via an arterial or collector street.
2. The screening of parking with landscaping and/or materials that will blend with surrounding natural and constructed features of the neighborhood.
3. The shielding of adjacent residential properties from direct light and glare from the property.

POLICY 16.10

Clubs and fraternal organizations shall generally be limited to commercial areas. The use of a single family home in a residential area for a club or fraternal organization may be permitted subject to the following standards:

1. Noise levels shall meet the requirements of the Noise Element of the Folsom General Plan.
2. One small exterior sign will be allowed, subject to City standards.
3. No external modification to the house will be permitted except to provide handicapped access.
4. Off-street parking will be required, according to City parking standards for clubs and fraternal organizations.

21.4 RELATED GOALS AND POLICIES

RELATED HOUSING GOALS AND POLICIES

GOAL 18
POLICY 18.1
POLICY 18.3

GOAL 21

GOAL 22
POLICY 22.1
POLICY 22.2

RELATED OPEN SPACE AND CONSERVATION GOALS

GOAL 25
POLICY 25.2
POLICY 25.3
POLICY 25.5
POLICY 25.6
POLICY 25.7

GOAL 27
POLICY 27.2
POLICY 27.4

GOAL 28
POLICY 28.4
POLICY 28.5

GOAL 37
POLICY 37.1

GOAL 38
POLICY 38.1
POLICY 38.2

GOAL 40
POLICY 40.1
POLICY 40.4

21.5 IMPLEMENTATION

SPECIFIC PLANS AND MASTER PLANS FOR LARGE DEVELOPMENT AREAS

Specific plans meeting the requirements of State Planning Law and implemented by local guidelines. Large properties generally over 100 acres will utilize Specific Plans as an implementation tool.

Procedures, requirements and contents of specific plans shall be incorporated into the Folsom Municipal Code.

The specific plans must include the following:

1. The proposed land uses for all areas covered by the plan.
2. The types and configurations of building to be included in all developments within the plan area.
3. The location of and types of streets.
4. Public facilities and infrastructure required to serve developments within the specific plan areas.
5. A parking and circulation plan for off-street parking areas showing the location of parking lots, the approximate number of spaces, and the approximate location of entrances and exits.
6. Proposed conservation, open space and/or recreation areas, if any.
7. In the Historic Folsom area, an historic preservation program and building design guidelines to ensure compatibility of new construction with the existing land uses.
8. Any other programs, guidelines, or standards that are appropriate for the area covered by the plan.

IMPLEMENTS: GOALS 2, 3, 11, 12 AND 14

- Funding: General Fund and Plan Fees (from land owners within the specific plan areas)

- Responsible Agencies

Community Development Department
Public Works Department

- Implementing Agency

Community Development Department

- Target Dates: Start: January 1989
Complete: March 1990 (Historic Folsom)
June 1990 (Central Commercial District)
September 1990 (Regional Commercial Center)

ESTIMATED COST

\$40,000-\$100,000 per plan, depending on area covered and level of detailed required.

**GRADING ORDINANCE -
SUBSTANTIAL GRADING**

The existing City Grading Ordinance will be amended to prohibit the substantial grading of land prior to the approval of a tentative map, planned development, or use permit. Performance bond requirements will be specified in greater detail and required time periods for commencement of construction will be added. Substantial grading will be defined in the amended Ordinance and should be based on the volume and area of land to be graded, any changes in topography, and any removal of existing trees or vegetation.

IMPLEMENTS: GOAL 2 - POLICY 2.4

- Folsom Municipal Code: Title 14
- Responsible and Implementing Agencies

Public Works Department
Community Development Department

- Target Dates: Start: January 1989
Complete: June 1989

ESTIMATED COSTS PER YEAR

Person Hours/ Dollars	Printing	Direct	Total	Funding
10/\$450	\$25	-	\$475	General Fund

INCENTIVE PROGRAMS

Include in the Subdivision Ordinance incentives to property owners (density bonuses, height bonuses etc.) to facilitate consolidation of identified habitat areas, open space and park lands.

IMPLEMENTS: GOAL 27 - POLICY 27.4

- Folsom Municipal Code: Title 17
- Cross Referenced To: Title 16
- Resource Groups/Agencies/
Organizations

Developers
Realtors
Banks

- Responsible Agencies

Community Development Department
Public Works Department

- Implementing Agency

Community Development Department

- Target Dates: Start: January 1989
Complete: June 1989

ESTIMATED COSTS PER YEAR

Person Hours/ Dollars	Printing	Direct	Total	Funding
80/\$3,600	\$1,000	\$900	\$5,500	Developer Fees

REVISION OF ZONES AND ZONING STANDARDS

Revise the Zoning Code and Zoning Map to reflect the new Land Use Element of the General Plan. Where possible, existing zoning categories and boundaries will be retained if they correspond with the General Plan designations to which the zoning categories are applied. New Zoning Code Standards will be developed to reflect the types of allowed uses for each district and the General Plan policies for height, density, and other development standards.

IMPLEMENTS: GOALS 8, 10, 11, 12, 13, 14, 15 AND 16

- Responsible and Implementing
Agency

Community Development Department

- Target Dates: Start: January 1989
Complete: January 1990

ESTIMATED COST

Person Hours/ Dollars	Printing	Direct	Total	Funding
1,000/\$45,000	\$4,500	-	\$49,500	General Fund

SPECIALTY COMMERCIAL DISTRICT

Specialty commercial zones will be included in the new Zoning Code. Initially, three specialty commercial areas will be zoned: the Sutter Street Historic business district and the Folsom Auto Plaza, and the business professional facilities district. Zoning standards will be based on the following considerations:

1. Design guidelines for the restoration of and/or modifications to historic buildings.
2. Guidelines for the design of new buildings in keeping with the historic character and architectural styles of the district.
3. The height and bulk of existing buildings in the district.

For other specialty commercial areas:

1. The specialty commercial area will be limited to one or more businesses or institutions providing related goods and services (such as the Folsom Auto Plaza). Supporting commercial services may also be included (such as child care establishment for employees in the district or a restaurant).
2. A specialty commercial area may be designated only in response to a specific proposal by a landowner or his/her representative.
3. The commercial center may not be a strip commercial area characterized by long, shallow lots, multiple curb-cuts, and a number of unrelated businesses.

4. The proposed commercial area shall be located and designed to minimize negative traffic, noise, and visual impacts on nearby residential areas.

The Zoning Code will also contain procedures for designating new specialty commercial areas. A development plan will be required which states the purpose of the district, the location and type of proposed commercial uses, proposed public improvements, landscaping, parking, internal circulation, access to public rights-of-way, and proposed open spaces.

IMPLEMENTS: GOAL 14

- Funding: General Fund and Permit Fees (for project review)
- Folsom Municipal Code: Title 17
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Start: January 1989
Complete: January 1990
- Estimated Cost

Part of Zoning Code revision cost.

COMMERCIAL DISTRICTS

New commercial uses or conversions of existing commercial buildings will be allowed in arterial-oriented commercial districts. These commercial areas will not be allowed to expand beyond their current boundaries, however. New commercial uses will be subject to design and parking standards to be included in the Zoning Code for:

1. The number and location of allowed curb-cuts.
2. Landscaping of parking areas.
3. The location, size, number and construction of signs.
4. The configuration and exterior design of the buildings themselves.

IMPLEMENTS: GOAL 15

- Funding: General Fund and Permit Fees (for project review)
- Folsom Municipal Code: Title 17
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Start: January 1989
Complete: January 1990
- Estimated Cost
Part of Zoning Code revision cost.

USE PERMITS

The revised Zoning Code will contain standards for the conditional permit approval of private schools, religious institutions, and fraternal organizations and social clubs in residentially zoned areas.

IMPLEMENTS: GOAL 16 - POLICIES 16.7; 16.9; AND 16.10

- Funding: General Fund and Permit Fees (for project review)
- Folsom Municipal Code: Title 17
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Start: January 1989
Complete: January 1990
- Estimated Cost
Part of Zoning Code revision cost.

PLAN REVIEW PROCEDURES

Development Plan Review Procedures:

Expand the Development Plan Review procedures of the Community Development Department and Building Inspection Department to

address physical facilities which are necessary for the handling of hazardous materials.

IMPLEMENTS: GOAL 41 - POLICY 41.10

- Folsom Municipal Code: Title 17
- Cross Referenced To: Title 13 and Title 9
- Resource Groups/Agencies/
Organizations

State Department of Health Services
Sacramento County Health Department
State Air Resources Board

- Responsible Agencies

Community Development Department
Public Works Department

- Implementing Agencies

Building Inspection Department
Community Development Department

- Target Dates: Start: March 1989
Complete: March 1990

ESTIMATED COSTS PER YEAR

Person Hours/Printing Dollars	Direct	Total	Funding
40/\$1,800	\$200	\$200	\$2,200
			Development Application Building Permit Fees

PROJECT APPLICATION REQUIREMENTS

Modify the Code to require a qualified biologist conduct a vegetative/wildlife survey, analysis, and mitigation measures if applicable to be submitted with development applications for projects within or adjacent to sensitive habitat areas and potential habitats for sensitive wildlife and floral species.

IMPLEMENTS: GOAL 25 - POLICY 25.4

- Folsom Municipal Code: Title 17

- Resource Groups/Agencies/
Organizations

State Department of Fish and Game
U.S. Department of Fish and Wildlife
U.S. Army Corps of Engineers

- Responsible Agencies

Community Development Department
City Council

- Implementing Agency

Community Development Department

- Target Dates: Start: March 1989
Complete: October 1990

ESTIMATED COSTS PER YEAR

Person Hours/ Dollars	Printing	Direct	Total	Funding
40/\$1,800	\$200	\$200	\$2,200	Application Fees

PLANNED DEVELOPMENT PROCESS

Amend the current planned development provisions of the Zoning Code to reflect the policies of the revised General Plan. The overriding purpose of the planned development process is to encourage the comprehensive planning of a large area under one ownership. The planned development process will be used for individual developments, whereas the specific plan process will be used for multiple projects on sites that have more than one owner. The planned development process will allow flexibility in the location of residences, schools and other public facilities, and neighborhood commercial areas to be included in a development. Residential densities may be distributed within the planned development area differently than would otherwise be permitted for each individual property.

The planned development provisions in the Zoning Code will contain standards to address the criteria in Policy 9.2.

IMPLEMENTS: GOAL 9

- Folsom Municipal Code: Title 17
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Start: January 1989
Complete: January 1990

ESTIMATED COSTS

Person Hours/ Dollars	Printing	Direct	Total	Funding
40/\$1,800	Included in Zoning Code Revision		\$1,800	General Fund

PRE-ZONING PROCEDURES

The City shall adopt procedures governing the pre-zoning of areas within Folsom's Sphere of Influence to be annexed to the City. These procedures shall be included in the revised Zoning Code. Criteria for pre-zoning shall consider existing land uses, if any, on the site to be annexed, existing County zoning, the land uses, if any, on sites adjacent to or nearby the area to be annexed, existing circulation patterns, and environmental conditions on and near the site to be annexed.

IMPLEMENTS: GOAL 7 - POLICY 7.2

- Folsom Municipal Code: Title 17
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Start: January 1989
Complete: January 1990

ESTIMATED COST

Person Hours/ Dollars	Printing	Direct	Total	Funding
20/\$900	Included in Zoning Code Revision		\$900	General Fund
			Fees (for project review)	

INCENTIVE PROGRAMS

Include in the Zoning Code incentives to property owners (density bonuses, height bonuses etc.) to facilitate consolidation of identified habitat areas, open space and park lands.

IMPLEMENTS: GOAL 27 - POLICY 27.4:- GOAL 8 - POLICIES 8.6 AND 8.7

- Folsom Municipal Code: Title 17
- Cross Referenced To: Title 16
- Resource Groups/Agencies/
Organizations
- Conservancy
- State Office of Planning and Research
- Responsible Agencies
- Community Development Department
- Public Works Department
- Implementing Agency
- Community Development Department
- Target Dates: Start: January 1989
Complete: January 1990

ESTIMATED COSTS PER YEAR

Person Hours/ Dollars	Printing	Direct	Total	Funding
80/\$3,600	\$1,000	\$900	\$5,500	Developer Fees

UPDATE DEVELOPMENT STANDARDS

The City of Folsom Development Standards will be revised to include greater detail in the following areas:

1. Street standards, including roadway width, right-of-way width, bike lanes, moving and parking lane dimensions, sidewalks, median strips and turn lanes, and planting strips.

2. The bulk and height of buildings in relation to surrounding uses and topography, vehicular entrances and exits on commercial and industrial properties, and the incorporation of natural landscaping features and vegetation into new developments.

3. Location and design criteria for public facilities: utility substations, water or sewage storage, water or sewer treatment plants, and similar facilities.

4. Screening of any mechanical equipment or processes within buildings, behind landscaping, or behind walls or fences of approved design.

5. Establishment of minimum setbacks or lot line distances for any mechanical equipment or processes that may impact the adjoining properties visually through objectionable odors, or through noise.

6. Use of filters, building design, or other processes or materials to reduce excessive noise or odors from the facility.

7. Location and design of exits and entrances to parking lots on non-residential developments to minimize the use of residential streets in adjoining neighborhoods.

8. Screening of refuse facilities behind walls, fences, or landscaping or within solid enclosures of an approved design.

9. Lighting and landscaping districts or similar maintenance programs shall be provided where feasible in order to provide long term maintenance.

IMPLEMENTS: GOALS 2, 3, 8, 11, 12, 13, 14, 15, 16 AND 17

- Funding: General Fund

- Responsible Agency

Community Development Department
Public Works Department

- Implementing Agency

Community Development Department

- Target Dates: Start: June 1989
Complete: January 1990

INTER-AGENCY REVIEW AND COMMENT

The City will submit a standing written request to receive timely copies of any draft plans, policies, regulatory documents, development applications, or other similar documents which could affect land use and circulation in the City of Folsom. The City will comment on such documents in an appropriate manner, including attendance and testimony at public meetings or hearings if necessary.

IMPLEMENTS: GOAL 5 - POLICY 5.2

- Funding: General Fund

- Responsible and Implementing Agency

Community Development Department

- Target Dates: Current and On-Going

- Estimated Cost

Depends on the number and type of plans and regulatory documents to respond to, several hours of staff time per month.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

The City will continue to contribute financially to the Sacramento Area Council of Governments (SACOG) and provide a representative from the City to serve on the Council and on the Sacramento County Local Agency Formation Commission (LAFCO). According to the Joint Powers Authority and the Folsom/Isleton/Galt Agreements, such appointments to LAFCO will be made.

IMPLEMENTS: GOAL 5 - POLICY 5.3

- Funding: General Fund

- Target Dates: Current and On-Going

COORDINATION WITH SCHOOL DISTRICT

The City will review residential subdivision proposals for their impact on the school system. The Folsom-Cordova School District will be consulted to determine the location and acreage needed for new school sites. School district standards will be used in determining school space needs. To obtain subdivision approval, an applicant will have to provide evidence that existing schools can accommodate the expected number of students from the proposed development or that a new school has been planned for to serve the residents of that subdivision.

Locational criteria in Policy 16.4 shall apply to the determination of an appropriate school site.

IMPLEMENTS: GOAL 16 - POLICIES 16.5; 16.6 AND 16.7

- Funding: General Fund
- Folsom Municipal Code: Title 16
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Part of application review process.
- Estimated Cost

Staff time to be recovered from permit fees for application review.

REGIONAL CONTROL STRATEGIES

Continue to participate through the political process to work for a regional approach to air pollution control.

1. Continue to participate in SACOG and support those programs which will provide methods of air pollution control on a regional basis.
2. Continue to cooperate with the Sacramento County Air Pollution Control District, State

Air Resources Board, CALTRANS and U.S. Environmental Protection Agency on development project review and incorporate recommended mitigation measures into project design and conditions of approval.

3. Support the adoption of more stringent vehicle emission standards and enhancements to the Smog Check program through active participation in hearings held by the State Legislature, the California Air Resources Board and the Bureau of Automotive Repair.

ENVIRONMENTAL REVIEW PROCESS

The City will continue to use the environmental review process and EIRs to identify the environmental and economic impacts of developments, including effects on the natural environment, traffic, housing needs, public facilities, and other City resources and to identify and recommend appropriate mitigation measures.

IMPLEMENTS: GOALS 1, 2 AND 3

- Funding: General Fund and Permit Fees
- Responsible and Implementing Agency
Community Development Department
- Target Dates: Current and On-Going
- Estimated Cost

Varies depending on the type and complexity of the EIR

USE OF UTILITY EASEMENTS

The City will evaluate each proposal for use of utility company rights-of-way for open space, park, or recreational areas based on the conditions related to each proposal.

IMPLEMENTS: GOAL 16 - POLICY 16.8

- Funding: General Fund
- Responsible and Implementing Agency

Community Development Department

- Target Dates: Current and On-Going
- Estimated Cost

Cost included in Component #1: Parks and Recreation Element, Master Plan and Ordinance.

SPHERE OF INFLUENCE STUDY

The City will prepare a study for the expansion of Folsom's Sphere of Influence south of Highway 50 and east of Hazel Boulevard. The study will recommend new Sphere of Influence boundaries, Folsom's ultimate service area over the next 15 to 30 years, and guidelines for the annexation and servicing of lands currently outside the City Limits. The study should address general municipal service needs for the area to be included in the Sphere of Influence, existing and potential land uses, and any relationships to developed areas adjacent to or near the new Sphere of Influence boundaries.

IMPLEMENTS: GOAL 6

- Funding: General Fund and Contributions from Affected Landowners
- Responsible Agencies

Community Development Department
Public Works Department

- Implementing Agency

Community Development Department

- Target Dates: Start: January 1989
Complete: January 1990
- Estimated Cost

Varies depending on scope and area of study.

CAPITAL IMPROVEMENT PROGRAM

The City will prepare a five-year capital improvement program for the construction, extension, and improvement of arterial and collector streets. The capital improvement program will include a description of the streets to be constructed, extended, widened, or improved over a five year period, an estimated cost of the work described, sources of funding to pay for the work, and an approximate time frame for completing the work. Any City funds or fees collected from developers for street improvements shall be clearly earmarked for this purpose and expenditures accounted for separately from other source of funding. The capital improvement program shall be updated every two years after its initial adoption by the City Council.

IMPLEMENTS: GOAL 17 - POLICY 17.8

- Responsible and Implementing Agencies

Public Works Department
Community Development Department

- Target Dates: Start: January 1989
Complete: June 1989

ESTIMATED COST

Person Hours/ Dollars	Printing	Direct	Total	Funding
150/\$6,750	\$250		\$7,000	General Fund

REDEVELOPMENT PLAN

The City will revise the Folsom Redevelopment Plan to reflect policy and program changes in the General Plan. Specifically, the Redevelopment Plan will be revised to reflect changes in land uses and circulation, policies for the historic business district, and the development of a central commercial district.

IMPLEMENTS: GOAL 2 - POLICY 2.2

- Responsible Agencies

Redevelopment Agency
Community Development Department
Public Works Department

- Implementing Agencies

Redevelopment Agency
Community Development Department

- Target Dates: Start: July 1989
Complete: December 1989

ESTIMATED COST

Person Hours/ Dollars	Printing	Direct	Total	Funding
100/\$5,000	\$250	\$300	\$5,550	General Fund Redevelopment Tax Increment Funds

FOLSOM TOWNSHIP PLAN

The City will prepare and adopt a Plan for the original Folsom Township area, that is intended to:

1. In order to further the quality of life goals and provide a method to preserve the unique nature of the original Folsom Township Area.
2. Provide appropriate levels of development that will allow for preservation of the original Township Area.
3. Provide for coordination between Historic District Plan, Redevelopment Plan and a transition to the newly developing areas of the City.
4. Provide for a transportation and circulation system appropriate to the original Township Area.

The requirement may be satisfied by an expansion of the Historic District Plan currently being prepared so long as that plan carries out the above-listed goals.

**IMPLEMENTS: GOAL 1 - POLICIES 1.6;
1.7 AND 1.8 -GOAL 2 - POLICIES 2.1 AND 2.2-
GOAL 26 - POLICIES 26.1 AND 26.2**

- Funding: General Fund and Developer Fees

- Folsom Municipal Code: Title 17

- Responsible Agencies

Community Development Department
Public Works Department
Redevelopment Agency

- Implementing Agency

Community Development Department

- Target Dates: Start: January 1990
Complete: July 1990

ESTIMATED COST

Person Hours/ Dollars	Printing	Direct	Total	Funding
200/\$9,000	\$250	\$300	\$9,550	General Fund and Developer Fees



22.0 TRANSPORTATION AND CIRCULATION ELEMENT

Prepared For The City of Folsom
Community Development Department

By
Connerly and Associates

October 31, 1988



TRANSPORTATION & CIRCULATION

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TRANSPORTATION & CIRCULATION

22.1 INTRODUCTION

The Transportation and Circulation Element of the General Plan establishes the policies and programs for the movement of people and goods through the City of Folsom. This Element addresses the City's streets and highway system; the private, commercial, and public transit system; future public transit via fixed rail; transportation related facilities; and bicycle and pedestrian movement.

Circulation is more than the movement of vehicles on City streets. It is the very essence of how social and economic interactions take place in a community. The Transportation and Circulation Element must, therefore, address all related aspects of the system of movement of goods and people. These related aspects include the parking of vehicles, transportation terminals and other facilities, bus stops, commercial delivery policies, sidewalks, bicycle trails and more.

The Transportation and Circulation Element is closely related to the Land Use Element in that the type, density, and distribution of land uses determine the network and needed roads. Conversely, constraints on transportation improvements will affect the City's ability to accommodate the development envisioned under the General Plan.

22.1.1 STATE POLICY AND AUTHORIZATION

Section 65302(b) of the California Government Code requires a Circulation Element to consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan. This statutory requirement clearly requires that the Circulation Element treat all related aspects of circulation (not just roads), and that a balance be achieved between proposed land uses which generate traffic demand and the facilities required to adequately serve that traffic.

22.1.2 RELATED STATE REGULATIONS

BRIDGE AND MAJOR THOROUGHFARE FEES (SECTION 66484 OF THE GOVERNMENT CODE)

Local jurisdictions may assess fees as a condition of subdivision approval to pay for bridges or major thoroughfares provided a Circulation Element has been adopted which addresses the facility for which the fee is being charged.

22.1.3 RELATIONSHIP TO THE GENERAL PLAN

The Transportation and Circulation Element most closely affects, and in turn is most closely affected by the Land Use Element. Land use and circulation are inseparable, especially parking and roadway relationships to land uses in our private vehicle-dominated society. This Element is also closely related to the Public Facilities Element, which establishes standards and funding mechanisms for roads and other facilities. Bicycle circulation policies and programs in this Element also relate to the Parks and Recreation Element as most bicycling in Folsom is currently for recreation-oriented purposes.

22.2 SETTING/ASSUMPTIONS/ISSUES

22.2.1 SETTING

The setting for traffic and circulation comes largely from the Folsom Area Traffic Study, completed in December 1987, and supplemented in July 1988. Additional information on environmental conditions affecting circulation can be found in Chapters 2 and 5 of the MEA and Environmental Element of the General Plan. The setting for transportation and circulation is summarized below.

STREETS

Major sources and destinations of traffic in Folsom include:

1. Commuters along Highway 50, a four lane freeway at Folsom. The average daily traffic volume along Highway 50 between Folsom

Boulevard and Scott Road is 29,500. During the summer months, this volume increases to 33,500 due to visitors at Folsom Lake and the City's Historic Business District.

2. Folsom Prison, which employs over 2,000 staff members.
3. El Dorado County commuters using Green Valley Road (which becomes East Natoma Street at the Folsom City Limits). Traffic along this road will increase as approved projects in El Dorado Hills are completed.
4. Placer County and East Sacramento County commuters using Folsom-Auburn Road, Madison Avenue, Greenback Lane and Santa Juanita Road.
5. Visitors to Folsom's Historic Business District and Folsom Lake, many of whom use Folsom Boulevard, cross Rainbow Bridge, and turn onto Folsom-Auburn Road. During the summer months, weekend visitor traffic can be especially heavy.

Folsom's existing system of highways, major thoroughfares (arterial roads) streets consists of the following:

1. U.S. Highway 50
2. Folsom Boulevard
3. Natoma Street-East Natoma Street
4. East Bidwell Street
5. Folsom-Auburn Road
6. Greenback Lane
7. Oak Avenue Parkway (Under Construction)
8. Blue Ravine Road
9. Sibley Street/Prairie City Road
10. Riley Street
11. American River Canyon Drive
12. Madison Avenue
13. Folsom Dam Road

The Land Use Map shows the location of these existing roads and their designation as highways and arterial roads. In addition to these existing roads, a number of new arterial roads would have to be constructed in conjunction with new development. The Land Use Map also shows the general location and proposed designation of these new roads. They include:

1. Completion of the Oak Avenue Parkway.
2. Construction of a new arterial road parallel to U.S. Highway 50.
3. Construction of a new arterial road roughly parallel to the County Line.
4. Extension of Glenn Drive to Folsom Boulevard.
5. Construction of a network of collector streets to serve new developments in East Folsom, the South Area Assessment District, and American River Canyon.
6. Extension of Riley Street southward from Blue Ravine to Oak Avenue Parkway, extended.

The Transportation Study reviewed traffic patterns at 45 intersections in Folsom, as well as probable traffic patterns in developing areas of the City. To accommodate the build out of land uses allowed under the Land Use Element, the following road widths (see Figure 22-1) would be needed based on the adopted General Plan:

Six Lanes

- U.S. Highway 50
- Folsom Boulevard
- Blue Ravine Road
- East Natoma Street
- American Aggregates Extension (arterial parallel to U.S. Highway 50)
- Russell Ranch Road (arterial parallel to County Line)
- Oak Avenue Parkway (except as noted below)
- Folsom-Auburn Road
- Greenback Lane
- Prairie City Road
- East Bidwell Street - Blue Ravine Road to Highway 50

Four Lanes

- Riley Street
- Glenn Street Extension
- Sibley Street - Glenn Street extension to Blue Ravine Road
- East Bidwell Street (To Blue Ravine Road)
- Oak Avenue Parkway (Blue Ravine to Natoma Connector)

- Connector Road Between Russell Ranch Road and Blue Ravine/East Natoma Intersection
- Sibley Street - Bidwell Street to Glenn Street Extension
- Natoma Street - From City Hall West
- Natoma Connector

Collector Street

- Oak Avenue Parkway - Natoma Street to Natoma Connector (Willow Creek Drive): This street extension is feasible with two

lanes, however, a feasibility study will be necessary to determine if four lanes can be constructed.

At buildout of the adopted General Plan, the City can expect 423,500 daily trips, 43,900 trips during the A.M. peak and 51,500 during the P.M. peak. Table 22-1 shows projected traffic volume/capacity ratios and levels of service for the 45 intersections analyzed in the Transportation Study.

TABLE 22-1
GENERAL PLAN LAND USE SCENARIO LEVEL OF SERVICE ANALYSIS
Folsom Area Transportation Study

Intersection	Preferred Alternative		PM Peak	
	AM Peak V/c	LOS	V/C	LOS
1 Blue Ravine/Folsom Blvd	0.74	C	1.06	F
2 Blue Ravine/Prairie City	0.74	C	0.75	C
3 Blue Ravine/East Bidwell	0.69	B	0.87	D
4 Blue Ravine/East Natoma	0.68	B	0.74	C
5 Folsom Blvd/US 50 WB	0.71	C	0.57	A
6 Folsom Blvd/US 50 EB	0.70	C	0.65	B
7 Prairie City/US 50 WB	0.35	A	0.38	A
8 Prairie City/US 50 EB	0.60	B	0.72	C
9 East Bidwell/US 50 WB	0.20	A	0.36	A
10 East Bidwell/US 50 EB	0.34	D	1.11	F
11 East Bidwell/Clarksville	0.59	A	0.79	C
12 Folsom Blvd/Bidwell	0.71	C	0.78	C
13 Folsom Blvd/Natoma	0.76	C	0.68	B
14 Riley/Leidesdorff	0.38	A	0.81	D
15 Riley/Natoma	0.76	C	0.72	C
16 Riley/Bidwell	0.55	A	0.68	B
17 Natoma/Colma	0.52	A	0.64	B
18 Natoma/Prison Road	0.56	A	0.33	A
19 East Natoma/Folsom Dam	0.55	A	0.65	B
20 Folsom/Auburn/Greenback	1.04	F	1.16	F
21 Folsom Auburn/Oak Ave	1.25	F	1.00	F
22 Folsom Auburn/Folsom Dam	0.75	C	0.73	C
23 Am River Canyon/Greenback	0.66	B	0.74	C
24 Am River Canyon/Orangevale	0.18	A	0.33	A
25 Am River Canyon/Oak Ave	0.48	A	0.46	C
26 Madison/Greenback/Lake Natoma	0.65	B	0.74	C
27 Oak Ave/East Natoma	1.27	F	1.45	F
28 Oak Ave/Blue Ravine	0.96	E	1.17	F
29 Oak Ave/East Bidwell	1.17	F	1.36	F
30 Prairie City/Am Aggregate	0.93	E	0.79	C
31 Oak Ave/Am Aggregate	0.72	C	0.92	E
32 Oak Ave/US 50	0.26	A	0.24	A
33 Russell Ranch/US 50	0.20	A	0.30	A
34 Russell Ranch/Clarksville	0.52	A	0.76	C
35 Folsom Blvd./Amer Agg Exten	0.99	E	0.98	E
36 Riley/Blue Ravine	0.34	A	0.40	A
37 Oak Parkway/Riley	0.72	C	0.97	E
38 Folsom Blvd/New Parallel	0.94	E	0.99	E
39 Sibley/New Parallel	1.03	F	1.01	F
40 Riley/New Parallel	0.25	A	0.23	A
41 Bidwell/New Parallel	0.40	A	0.42	A
42 Oak Parkway/Natoma Connector	1.20	F	1.41	F
43 Bridge Approach/Leidesdorff	0.58	A	0.38	D
44 Russell Ranch Exten/Green Val	0.26	A	0.31	A
45 Russell Ranch Exten/R Ranch	0.23	A	0.34	A

Source: Wilbur Smith Associates; July 1988

As reflected by Policy 17.17, the City has "maintained" a policy of achieving a Level of Service C or better at all intersections. As shown on Table 22-2, the following intersections would not meet this Level of Service objective at buildout of the adopted General Plan.

TABLE 22-2

STREET	LEVEL OF SERVICE	PEAK PERIOD
Blue Ravine - Folsom Boulevard	F	PM Peak
Blue Ravine - East Bidwell	D	PM Peak
East Bidwell - U.S. 50 Eastbound	D-F	AM and PM Peaks
Riley - Leidesdorff	D	PM Peak
Folsom-Auburn - Greenback	F	AM and PM Peaks
Folsom-Auburn - Oak Avenue	F	AM and PM Peaks
Oak Avenue - East Natoma	F	AM and PM Peaks
Oak Avenue - Blue Ravine	E-F	AM and PM Peaks
Oak Avenue - East Bidwell	F	AM and PM Peaks
Oak Avenue - Natoma Connector	F	AM and PM Peaks
Oak Avenue - Riley Road	E	PM Peak
Oak Avenue - American Aggregate	E	PM Peak
New Parallel Road - Folsom Boulevard	E	AM and PM Peaks
New Parallel Road - Sibley Road	F	AM and PM Peaks
Folsom Boulevard - New Bridge Approach	D	PM Peak
Folsom Boulevard - American Aggregate Extension	E	AM and PM Peaks
Prairie City Road - American Aggregate Extension	E	AM Peak

BRIDGES

There is presently one two-lane bridge (Rainbow Bridge) across the American River in Folsom, and an additional part time crossing along Folsom Dam Road. The Traffic Study recommended a need for two new six-lane bridges, one at Oak Avenue Parkway and one connecting Folsom Boulevard with Folsom-Auburn Road, to serve east/west and north/west local and regional traffic respectively. The American River Crossings Alternative Study dated January 1988 provides more information and analysis of other alternative crossings which were studied.

INTERCHANGES

There are presently three interchanges in Folsom along U.S. Highway 50: at Folsom Boulevard, at Prairie City Road, and at East Bidwell Street (Scott Road). To accommodate the expected traffic increase at build-out, the interchanges Folsom Boulevard, at Prairie City Road and East Bidwell Street would have to be upgraded. Two additional interchanges would have to be constructed: one at Oak Avenue

Parkway and one at the Sacramento-El Dorado County Line. The Land Use Map indicates the locations of these proposed interchanges.

BICYCLE PATHS

Folsom contains a portion of the American River bikeway, which begins at Discovery Park in Sacramento and ends at Folsom Lake. There are opportunities for the creation of additional bicycle paths or routes along Folsom's other waterways and scenic arterial roads (such as Folsom Boulevard the proposed Humbug/Willow Creek Parkway and Blue Ravine Road). Preparation of a Bicycle Master Plan is currently underway in connection with the preparation of the Parks and Recreation Element of the General Plan. The Bicycle Master Plan will provide facilities necessary to serve those who commute by bicycle to places of employment as well as those who seek recreational enjoyment.

PEDESTRIAN CIRCULATION

There are a number of recreational pedestrian paths along the American River and Folsom

Lake. There is presently no pedestrian pathway system, although an opportunity exists to create such a system in conjunction with designation open spaces. Historic Folsom is predominantly a pedestrian-oriented commercial district. The commercial core along East Bidwell Street is not laid out to encourage pedestrian circulation among the various retail centers.

PUBLIC TRANSIT

Folsom is currently served by a City operated fixed-route bus system, Folsom Stage Line. The system provides scheduled service, six days a week, throughout the City. Connections to Regional Transit are made at the intersection of Main Avenue and Madison Avenue in Orangevale. The City also operates a daily commuter bus to downtown Sacramento. A second bus is planned to be added in the near future. Daily bus service to Sacramento and South Lake Tahoe is also provided by Greyhound Bus Line.

RAIL TRANSIT

Folsom is served by a spur of the Southern Pacific Railroad. The line meanders through the southern portion of the City, with a side line that ends in Folsom's Historic Commercial District. The rail line is not presently in use for regularly scheduled commercial traffic. This line should, at some future time, be linked to Regional Transit's light rail line along Folsom Boulevard (this line currently ends at Butterfield, well short of Folsom but is proposed to be extended to Hazel).

22.2.2 ASSUMPTIONS

FOLSOM AREA TRAFFIC STUDY

The methodology and assumptions utilized in preparing the traffic analysis upon which this Circulation Element is based include:

- Comprehensive survey of 1986 traffic counts on all major roadways within the City.
- Assumed buildout of the land use designations depicted on the adopted General Plan would be in addition to the 1986 baseline traffic information.
- The assumed residential density (du/acre)

and commercial/industrial intensity (employees or square footage/acre) at buildout of the adopted General Plan are based on factors contained in the Housing and Land Use Elements of the General Plan.

- Since traffic generation rates are based on "Net" Acres of development, the "gross" acre calculations derived from buildout of the adopted General Plan were reduced by 25 percent for each land use category.
- Traffic generation rates for each land use category are applied based on case studies from the Institute of Traffic Engineer (ITE). Rates used represent the "average" density or intensity of development permitted by each land use category.
- The resulting total trip generation for the community is reduced by a factor of 29 percent to account for naturally occurring traffic ^{REDUCTION} and differences in "peaking" characteristics when the specific "project" level data from ITE is applied to the community as a whole.
- The resulting total "corrected" trip generation from buildout of the adopted General Plan is then applied to the roadway system shown on Figure 22-1. Approximately 50 percent of the total generated traffic will have both an origin and destination within the community (internal trips), and the remaining 50 percent of traffic generation will either be external or regional through trips.

U.S. HIGHWAY 50

The California Department of Transportation will add two lanes to Highway 50 and will approve the interchange upgrades and additions needed to meet projected traffic increases.

EXISTING ARTERIAL ROUTES

Rights-of-way can be acquired and the arterials engineered to accommodate the additional lanes recommended in the Transportation Study (see Figure 22-1).

Figure 22-1

